(d) whether any instances of manipulation in the computerised system of reservation have come to the notice of Government; and if so, the details and what action has been taken?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir. The news item related to summer season reservations in Bombay area, which were looked into and resolved.

(b) Yes, Sir. To prevent their activities, checks by Commiercial, Vigilance, RPF and GRP staff continue at reservation offices, platforms and trains. As a result, during 1993-94,2158 touts were apprehended and prosecuted and 6185 passengers travelling on transferred tickets were detected and penalised.

(c) Token system was introduced at New Delhi Reservation office in the interest of public convenience. However, on account of complaint of its misuse by touts, it was discontinued in March' 94.

(d) No, Sir. Does not arise.

Functioning of Koraput Raygada rail line

4007. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of RAILWAYS be pleased to state:

(a) the probable date by when the Koraput Raygada rail line is proposed to be opened to traffic;

(b) the number of occasions (date wise) on which the above programme has been rescheduled; and

(c) the reasons for rescheduling the same?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c) The programme of opening had to be rescheduled from 1992-93 to 1993-94 and again to 1994-95 owing to unforseen geological problems in tunnel No. 23 which required import of special equipment and technology. The work is not progressing well and is expected to be completed by end of March' 95.

Losses suffered by Metro Railways, Calcutta

4008. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Metro Railways at Calcutta has been suffering losses to the tune of crores of rupees;

(b) if so, the reasons therefor,

(c) whether Government propose to take concrete steps to check losses of Metro Railways; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) (i) Operational loss incurred on the Project upto 1993-94 is approx. Rs. 43.15 crores, (ii) Truncated nature of traffic.

(iii) Metro Projects are capital intensive and are run on socioeconomic needs and not on financial considerations. As such, certain losses are inevitable, as the fare structure needs to be kept at par with other modes of transport in the area.

(c) and (d). The following steps are being taken to increase the ridership:

(i) Publicity campaign to attract more commuters.

(ii) State Government of West Bengal have been urged to reduce the number of buses running parallel to Metro alignment and also to provide feeder bus services from Metro Stations.

(iii) Plan to complete the entire Project by 1995.

(iv) State Government of West Bengal have also been requested to provide concessional power tariff to Metro Railway at par with Calcutta Tram Services.

Accommodating the staff of Konkan Railway

4009. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are planning to accommodate the present Konkan Railway Engineers and allied staff as Station